

2003
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates
where available

Special Locality Report
181
Town of Burkeville

Prepared By
Virginia Department of Transportation
Mobility Management Division

In Cooperation With
U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.





QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend






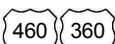
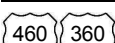
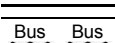
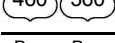
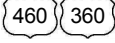
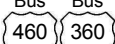















Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Town of Burkeville

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Burkeville																
	1.06	11000	N	From:	WCL Burkeville					N	0.083	N	0.547	11000	N	2003
				79%	1%	1%	2%	17%	1%							
	0.08	16000	G	To:	US 460 Bus					F	NA		15000	G	2003	
				82%	1%	1%	2%	13%	1%							
	0.30	1400	N	To:	ECL Burkeville					N	0.097	N	0.562	1400	N	2003
				95%	0%	2%	1%	2%	0%							
	0.21	2700	G	From:	WCL Burkeville					F	0.099	F	0.575	2700	G	2003
				95%	0%	2%	1%	2%	0%							
	0.44	2400	G	To:	67-724 Harris Spring Rd					F	0.102	F	0.545	2400	G	2003
				95%	0%	2%	1%	2%	0%							
	1.06	11000	N	From:	67-628 Agnew St					F	0.102	F	0.545	2400	G	2003
				95%	0%	2%	1%	2%	0%							
	0.08	16000	G	To:	US 460 East of Burkeville					N	0.083	N	0.547	11000	N	2003
				79%	1%	1%	2%	17%	1%							
	0.08	16000	G	From:	CL Burkeville					F	NA		15000	G	2003	
				82%	1%	1%	2%	13%	1%							
	0.30	1400	N	To:	CL Burkeville					N	0.097	N	0.562	1400	N	2003
				95%	0%	2%	1%	2%	0%							
	0.21	2700	G	From:	67-T724					F	0.099	F	0.575	2700	G	2003
				95%	0%	2%	1%	2%	0%							
	0.44	2400	G	To:	67-628					F	0.102	F	0.545	2400	G	2003
				95%	0%	2%	1%	2%	0%							
	0.03	470	N	From:	US 460 East of Burkeville					N	0.119	N	0.764	470	N	2003
				98%	0%	1%	1%	0%	0%							
	0.06	40	R	To:	WCL Burkeville					NA			NA		03/20/2002	
				67-716												
	0.40	240	R	From:	67-716					NA			NA		03/20/2002	
				67-716												
	0.06	300	R	To:	Dead End					NA			NA		03/07/2002	
				Dead End												
	0.06	300	R	From:	WCL Burkeville					NA			NA		03/07/2002	
				WCL Burkeville												
	0.07	320	R	To:	67-678					NA			NA		03/07/2002	
				67-678												
	0.07	320	R	From:	67-688					NA			NA		03/07/2002	
				67-688												
	0.52	740	G	To:	67-724 Old Plank Road					F	0.111	F	0.56	740	G	2003
				92%	7%	1%	0%	0%	0%							
	0.06	1300	R	From:	ECL Burkeville					NA			NA		03/20/2002	
				Dead End												
	0.36	410	R	To:	US 360 BUS					NA			NA		03/20/2002	
				US 360 BUS												
	0.04	390	G	From:	US 360; US 460					C	0.104	F	0.525	400	G	2003
				96%	2%	1%	1%	1%	0%							
	0.08	350	R	To:	NCL Burkeville					NA			NA		03/07/2002	
				NCL Burkeville												
	0.08	120	R	From:	67-724 Old Plank Road					NA			NA		03/07/2002	
				67-724 Old Plank Road												
	0.08	120	R	To:	67-663					NA			NA		03/07/2002	
				67-663												
	0.08	120	R	From:	67-707					NA			NA		03/07/2002	
				67-707												


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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Burkeville																
635 67	0.14	110	R	From:	67-707					NA			NA		03/07/2002	
				To:	67-697											
635 67	0.09	110	R	From:	67-712					NA			NA		03/07/2002	
				To:	67-638											
637 67	0.07	90	R	From:	67-700					NA			NA		03/20/2002	
				To:	67-676											
638 67	0.17	70	R	From:	SCL Burkeville					NA			NA		03/20/2002	
				To:	67-637											
663 67	0.07	120	R	From:	67-706					NA			NA		03/07/2002	
				To:	67-624											
674 67	0.20	160	R	From:	US 360 BUS					NA			NA		03/20/2002	
				To:	67-676											
674 67	0.11	70	R	From:	Dead End					NA			NA		03/20/2002	
				To:	67-638											
676 67	0.11	60	R	From:	67-674					NA			NA		03/20/2002	
				To:	Dead End											
678 67	0.05	300	R	From:	67-698					NA			NA		03/07/2002	
				To:	67-624				C		0.133	F		0.625		190
678 67	0.20	190	G	96%	0%	2%	2%	0%	0%	F	0.099	F	0.654	390	G	2003
				From:	67-724 Old Plank Road											
688 67	0.08	90	R	From:	67-724 Old Plank Road					NA			NA		03/07/2002	
				To:	67-624											
688 67	0.09	46	R	From:	Dead End					NA			NA		03/07/2002	
				To:	67-624; 67-724											
689 67	0.08	370	R	From:	67-697 Gap Terminus					NA			NA		03/20/2002	
				To:	67-709											
695 67	0.10	80	R	From:	US 360 BUS					NA			NA		03/20/2002	
				To:	Dead End											
696 67	0.10	90	R	From:	67-628					NA			NA		03/20/2002	
				To:	Dead End											
697 67	0.02	30	R	From:	Dead End					NA			NA		03/07/2002	
				To:	67-711											
697 67	0.08	140	R	From:	67-698					NA			NA		03/07/2002	
				To:	95% 2% 1% 0% 2% 0%				C		0.123	F		0.539		180
697 67	0.25	180	G	95%	2%	1%	0%	2%	0%	C	0.123	F	0.539	180	G	2003
				From:	67-624											

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						2Axle	3+Axle	1Trail	2Trail								
Town of Burkeville																	
698 67	0.32	150	G	From:	67-678						C	0.106	F	0.563	150	G	2003
				To:	67-697												
700 67	0.15	80	R	From:	67-676							NA		NA		03/20/2002	
				To:	67-637												
706 67	0.09	90	R	From:	67-663							NA		NA		03/07/2002	
				To:	67-707												
707 67	0.26	100	R	From:	67-706							NA		NA		03/07/2002	
				To:	67-635												
707 67	0.04	40	R	From:	67-635							NA		NA		03/07/2002	
				To:	Dead End												
709 67	0.11	100	R	From:	67-635							NA		NA		03/07/2002	
				To:	67-624												
711 67	0.07	60	R	From:	67-707							NA		NA		03/07/2002	
				To:	67-697												
712 67	0.25	340	R	From:	Dead End							NA		NA		03/07/2002	
				To:	67-624												
716 67	0.03	120	G	From:	WCL Burkeville							0.182	N	0.667	120	G	2003
				To:	67-621												
716 67	0.29	810	R	From:	67-621							NA		NA		03/20/2002	
				To:	US 360 BUS												
717 67	0.03	280	R	From:	67-716							NA		NA		03/20/2002	
				To:	US 360 BUS												
717 67	0.16	130	R	From:	US 360 BUS							NA		NA		03/20/2002	
				To:	67-676												
718 67	0.10	750	R	From:	US 360							NA		NA		03/20/2002	
				To:	Dead End												
724 67	0.33	260	R	From:	SCL Burkeville							NA		NA		1999	
				To:	67-635 3rd St												
724 67	0.08	860	R	From:	67-635 3rd St							NA		NA		1999	
				To:	67-624 S; 67-689 2nd St												
724 67	0.08	980	R	From:	67-624 S; 67-689 2nd St							NA		NA		1999	
				To:	67-624 NORTH 1st St												
724 67	0.14	170	G	From:	93%	0%	1%	3%	2%	0%	F	0.124	F	0.682	170	G	2003
				To:	67-678 Oak St												
724 67	0.08	1300	G	From:	93%	0%	1%	3%	2%	0%	C	NA		1300	G	2003	
				To:	US 360 BUS												
724 67	0.41	280	R	From:	US 360 BUS							NA		NA		1999	
				To:	Dead End												
9694 67	0.20	70	R	From:	67-712							NA		NA		03/20/2002	
				To:	0.20 ME 67-712												
9694 67	0.06	110	R	From:	0.20 ME 67-712							NA		NA		03/20/2002	
				To:	Burkeville Int School												

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						2Axle	3+Axle	1Trail	2Trail							
Town of Burkeville																
	0.07	40	R	From	Burkeville Int School						NA		NA		03/20/2002	
				To	Dead End											